

Intimations.

SANITARY  BOARD

OWNERS OF HOUSES situated in the Western Division of the City of Victoria, who have not had their Premises **LIME-WASHED AND CLEANSED** in accordance with Law, are reminded that the period during which this work should be **FINISHED** ends on the 30th day of **JUNE, 1901**, and the Sanitary Board being convinced of the necessity of Cleanliness in its efforts to Stamp out Plague, is determined to rigorously prosecute any owner in default after the above named Date.

By Order of the Board,

G. A. WOODCOCK,
Acting Secretary.

1st June, 1901. [598c]

NOTE--The Western Division of the City lies
to the West of Morrison and East
Streets.

THE
ROBINSON
PIANO CO., LIMITED.
BEST VALUE IN
PIANOS.
MONTHLY PAYMENT
SYSTEM.

TUNING. REPAIRS.
Our Speciality.
INSTRUMENTS.
STRINGS.
MUSIC.
Grand stock, reduced to clear.
Hongkong, 28th May, 1901. [571C]

DROZ & Co.,
WATCH MANUFACTURERS,
STEAM FACTORY ESTABLISHED 1864.
ST. IMIER, SWITZERLAND.

SPECIALITIES:
LEVER WATCH & CHRONOGRAPHS.
TRADE MARKS:
MAXIM, BERNAL, &c.
REPAIRS of WATCHES and CLOCKS
by competent European experts at
Moderate Rate.
NO. 10, QUEEN'S ROAD CENTRAL.

Auction.


PUBLIC AUCTION.

THE Undersigned have received instructions from the Indian Commissariat Depart-

ment to Sell by
PUBLIC AUCTION,
TO-MORROW,
(WEDNESDAY), the 19th June, at 2.30 P.M.,
at LAI-CHI-KOK.
A quantity of HAY in Bales and Loose,
more or less damaged.

Two large MATSHEDS erected only a few months.
A Steam Launch will leave BLAKE'S PIER at 1.45 P.M. to convey intending Purchasers.
TERMS.—As Usual.

HUGHES & HOUGH,
Government Auctioneers
Hongkong, 13th June, 1901. [627]

Notices of Firms.

NOTICE.
We have This Day authorized Mr. **WILHELM NAGEL** to SIGN our FIRM per Procuration.

LEOPOLD SPATZ & CO.
Hongkong, 17th June, 1901. [637]

NOTICE

THE INTEREST and RESPONSIBILITY

of Mr. FREDERICK EDWARD RICHARD
in our Firm at this Port, CANTON and LONDON
CEASED by Mutual Consent on the 5th inst.
DODWELL, CARLILL & CO.,
FOOCHOW.
Foochow, 7th June, 1901. 1622

Insurance.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

To be Let.

TO LET.
A HOUSE in RIFON TERRACE.
HOUSES at LEIGHTON HILL.
Apply to: MESSRS. LAND AND WATER

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
 Hongkong, 1st May, 1901. 1209

TO LET.
 POSSESSION APRIL 1ST.

1, STEWART TERRACE.	
Apply to	J. W. NOBLE.
Hongkong, 6th March, 1901.	[02]

TO LET.
FOR Three Months; from 20th JUNE,
FURNISHED HOUSE at KOWLOON
 Apply to
 "F2"

4c Hongkong, 12th June, 1901. C/o This Office. [62]

Today's Advertisements.

A. LING & Co.,
FURNITURE STORE.

(Next Door to Messrs. WATKINS & Co.)
QUEEN'S ROAD CENTRAL.
Speciality:
FOOCHOW LAQUER WARE.
Hongkong, 18th June, 1901. [612c]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR SEATTLE VIA SHANGHAI AND JAPAN.

THE Company's Steamship

"HYSON."
Captain J. S. Hogg will be despatched on SATURDAY, the 22nd instant, taking Cargo to SEATTLE and Portland, U.S.A., via Great Northern Railway at Current Rates. For Freight or Passage, apply to
JARDINE, MATHESON & Co., Agents.
Hongkong, 18th June, 1901. [643c]

"GLEN" LINE OF STEAMERS.

FOR LONDON & ANTWERP.
THE Company's Steamship

"GLENISK."
Captain J. Rifferty will be despatched for the above Ports, on THURSDAY, the 14th July. For Freight or Passage, apply to
MCGREGOR BROS. & GOW, Agents.
Hongkong, 18th June, 1901. [614c]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"SADO MARU."
Having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before 4 P.M. Goods not cleared by the 23rd instant, will be subject to rent.

No Fire Insurance will be effected. All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 28th instant, or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA.
Hongkong, 18th June, 1901. [645c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG."
Having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after 4 P.M., the 20th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., General Managers.
Hongkong, 18th June, 1901. [638c]

Intimation.



A. S. WATSON & Co.,
LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS

OF
AERATED WATERS
IN THE FAR EAST.

OUR FACTORIES are constructed with every attention to the best principles that sanitary science can suggest; and our NEW FACTORY at WEST POINT is the LARGEST and BEST EQUIPPED in the FAR EAST.

A perfect System of Filtration is employed guaranteeing Absolute purity.

The Machinery used is of the Latest Type.

A STAFF OF ENGLISH EXPERTS attends to every detail of the Manufacture.

The Waters produced are of the highest class and excellence; as testified by the best English makers.

A. S. WATSON & Co., LIMITED,
THE HONGKONG DISPENSARY.
Hongkong

DEATH.

On Sunday, the 16th June, at 2.30 a.m. ADELINE WILHELMINE, the dearly beloved wife of Edward Herbst, deeply regretted by her sorrowful husband, children and parents. [639c]

NOTICE.

THE Undersigned beg to tender their heartfelt thanks to all the sympathisers in their sad and sudden bereavement, and to the numerous friends who so kindly attended the funeral ceremonies of the late lamented ADELINE WILHELMINE HERBST.
E. HERBST and Children.
Mr. & Mrs. F. W. HEUERMAN.
Hongkong, 18th June, 1901. [640c]

THE CHINA EXPORT-IMPORT AND BANK CO. beg to tender their best thanks to all who have shown their sympathy in attending the funeral of the late Mr. ERNST KARL THONERT.
Hongkong, 18th June, 1901. [641c]

The Hongkong Telegraph

HONGKONG, TUESDAY, JUNE 18, 1901.

We congratulate the members of the Committee of the Chamber of Commerce on their letter of the 7th instant addressed to the Colonial Secretary, calling the attention of the Government to the grave defects in the Sanitary Administration of the Colony and to the serious consequences to the shipping and trade of the port that must necessarily result, unless some more effective measures are adopted to protect the health of the Colony and to check or put an end to the annual visitation of plague from which the community has suffered since 1894. We agree with the majority of the members that it well within their functions and duties as the representatives of trade and commerce to address the Authorities on the subject. We are very decidedly of opinion that if they had not done so, they would have failed to perform the duties and safeguard the interests they have been selected by their fellows to perform and protect. We are not in the least astonished that Sir Thomas Jackson refused to have any act or part in the protest. It is quite in accordance with his ideas. Only a short time ago we pointed out that while he remains in the Colony there is no chance of success for any movement in favour of popular government, however limited, or of any effective action with a view to any improvement in the form of government under which we live. We can only express our astonishment that entertaining the opinions he does he should have accepted the chairmanship of the Chamber. Its functions as defined by its constitution are as follows:—

"That the object of the Chamber shall be to watch over and protect the general interests of Commerce, to collect information on all matters of interest to the Mercantile Community, and to use every means within its power for the removal of evils, the redress of grievances, and the promotion of the common good; to communicate with authorities and others thereupon; to form a code of practice, whereby the transaction of business may be simplified and facilitated; to receive references, and to arbitrate between disputants—the decisions in such references to be recorded for future guidance."

How the Chamber can "use every means within its power for the removal of evils, the redress of grievances and the promotion of the common good" without taking part in what Sir Thomas calls "local politics" we fail to understand. If he wants to be consistent, he should cease to be a member of the governing body of the Chamber.

The reply of the Acting Colonial Secretary to the letter of the Chamber is worthy of the best efforts of STEWART LOCKHART. When we read it we jumped to the conclusion that he must have returned to the Colony and resumed his functions as the Colonial Secretary. On searching the passenger lists we found we were mistaken. The Acting Colonial Secretary deserves infinite credit for having so completely entered into the spirit and assimilated the style of his principal. A more insolent and ill tempered letter never emanated from the Colonial Secretary's office since the Colony was founded, and we hope the Chamber of Commerce—pace Sir Thomas JACKSON—will have spirit enough to resent it. The letter of the Chamber was a model letter; as the Chairman phrased it "most carefully drafted and most moderately expressed." There is not a single statement in it that is not substantially well founded and true; and if proof is asked for, the proof is to be found in the official utterances of the heads of the Government departments and in the Colonial Blue Books. As to the reply, it is quite true that all the subjects referred to in the Chamber's letter "have long been the subject of most anxious consideration by those whose professional knowledge and experience" ought to put them in the position of being "the best fitted" to advise upon them. There are very grave doubts entertained whether the persons referred to are the best fitted to advise on such questions, but, letting that pass, the question raised by the Chamber of Commerce and by the community is, how does it come to pass that all this consideration given to these subjects for such long periods and by these professional people have had no results, that no action has been taken; nothing done? The Chamber of Commerce complains that after all these years of thought and study and consideration we are in no better position than on the 16th May 1894, when the Sanitary Board first tackled the plague in Hongkong? The statement in this letter of the Governor's to the Chamber of Commerce—for it is the Governor's letter and not the Acting Colonial Secretary's—that the Committee of the Chamber has, without investigation or adequate knowledge, accepted and put forward untrue and reckless

statements garnered from the columns of the public press, is itself a most reckless and ill-founded assertion on his part. The letter is an insult to the Chamber of Commerce and ought to be withdrawn and apologised for. There is only one redeeming feature about it, its appreciation of the honourable non-entity who is now figuring as the acting representative of the Chamber in the Legislative Council. The Chamber might request him, to bring forward these questions in the Council but we are very much afraid, it would make nothing by the motion.

REUTER'S TELEGRAMS.

ITALY AND CHINA.

LONDON, June 15th.
Signor Prinetti, Italian Minister of Foreign Affairs, speaking in the Italian Chamber, said that Italy adhered unreservedly to the Anglo-German agreement concerning China, and that she only desired a settlement at Tientsin, and elsewhere as occasion arises.

BRITISH SOUTH AFRICA. ENGAGEMENT WITH DE WET.

General Elliott engaged the Boers under De Wet near Keitz on the 6th instant. After severe fighting the British captured 45 prisoners, and a convoy of 71 waggons. The Boers lost seventeen killed and three wounded, the British, three officers and seventeen men killed, and one officer and twenty four men wounded.

THE WARMBATHS SURPRISE.

The surprise of the Boers at Warmbaths is now confirmed. It appears that the official denial relayed only to the statement that it was Beyer's commando concerned.

THE CHINESE IN AMERICA.

The Chinese Merchants in America are forming a strong movement for a repeal of the Chinese Exclusion Act.

BRITISH SOUTH AFRICA. BOERS SURPRISE A CAMP OF COLONIALS.

LONDON, June 16th.
A superior Boer force surprised a camp of 250 Victorians near Middleburg in the Transvaal, on the 12th instant. The enemy crept to within short range, from whence they poured in a deadly fire, killing two officers and sixteen men, and wounding four officers and thirty eight men. Two Pom-poms were captured. Only two officers and fifty men escaped; the remainder were captured, but afterwards released.

WEATHER REPORT.

The Observatory report says:—On the 18th at 11.55 a.m. barometric changes are slight. The depression over S.E. China, will probably pass to the South of Shanghai moving Eastwards. Gradients moderate, with strong S. monsoon in S. China and the N. part of the China Sea. Forecast:—Strong to fresh S.W. winds; squally, showery.

LOCAL AND GENERAL.

It is reported that a dead rat has been found in Government House.

THE Hon. T. H. Whitehead returned to the Colony by the *Yavuta Maru* to-day.

TOO AMOROUS.

Bhogat Sing, watchman, being of an amorous turn of mind, put his arm round a married woman's waist. The embrace cost him \$10.

NO LIGHT.

P. C. 88, J. Hodgson, prosecuted Tong Chung for failing to exhibit a light on his boat between sunset and sunrise. This neglect cost \$5 or fourteen days.

VERY poor prices were realized at the auction of horses held yesterday by Messrs. Hughes & Hough, the highest price being \$110 for Favourite Rose. Fame had a bid of \$170, but was withdrawn.

THE Hon. Treasurer of the Alice Memorial and Nethercole Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—

Edinburgh Morningside Cong. Ch. \$45.50

THE THREE CARD TRICK.

Chu Yin, only sixteen years of age, was found trying to turn a dishonest dollar by doing the three card trick and some soldiers. Mr. Hazeland thought a good birching would best meet the case.

MORE ABUSE.

F. Callado summoned E. F. X. dos Santos Remedios for threatening him with a stick. The defendant said complainant "used the word goat, which is a very dirty word, not fit for slaves." Case dismissed.

It may be noticed that we are publishing a gazette of interest to the shipping community generally, giving the names of officers on leave, promotions, transfers, etc. We imagine it will be found useful by many shipping people here, who can see at a glance where their friends are at the time. We shall be much obliged for any information from our readers tending to keep the column up to date.

The house-collapsing season has begun. About 4 p.m. on Saturday, at a building in High Street, West Point, part of an upper storey, which was being added, tumbled down, and three men were killed, two others being reported injured. The house belonged to a Chinese contractor. We suppose an enquiry will be held on this collapse, though it certainly is not needed. We have said so much on house-collapsing in former issues, that further comment is unnecessary and futile.

ARSENIC.

Wong Cheung, a cook, of Station Street, was found in possession of three pounds of arsenic, for which he could not account satisfactorily. Mr. Hazeland imposed a fine of \$5 or seven days. Wong chose the latter.

HARD FOR HIS WORSHIP.

Laura Callado summoned Eugenia Lopes for using abusive and insulting language to her. Laura's tale was that Eugenia said, "You cow-looking prostitute, you are the ugliest girl in the street" and Laura then appealed to Mr. Kemp as to whether she answered that description or not. Summons dismissed. Mr. Kemp not satisfying Laura as to her appearance.

We would call the attention of our readers to the offer of a prize of fifty dollars made in our leader column last Tuesday evening. As will be seen, the prize is to be given for the best sketch of a project for the capture of the Island by a hostile force with a view to the destruction of the Naval Yard, Arsenal and Barracks. This is a subject which should readily interest our readers, and we trust that we shall have a good batch of manuscripts to consider. Articles should not exceed two thousand words in length; they must be written on one side of the paper only and should reach this office before 5 p.m. on Saturday, 29th inst. All articles to be addressed to—

The Editor,

"Hongkong Telegraph,"
50, Queen's Road Central.

We learn that the coolies employed by the Sanitary Department are most keen on the collection of rats in order to obtain the reward offered for them. Every dead rat found about the streets is eagerly snapped up by them and so jealous are they of one another that each man carries his collection of dead rats in his pockets for fear one of his fellow coolies should appropriate them. They have even been known to take their morning bath home with them and lock it up in their boxes amongst their clothes until next morning when the rats were paid for. To prevent this it has been found necessary to pay for rats twice a day instead of once, as formerly. Evidently the Sanitary Department coolies have not much faith in the rat plague theory, if they are willing to run the risk of carrying any plague stricken rats in their pockets for the reward of three cents!

THERE appears to be very little control exercised by the Police over traffic in Kowloon. Where the road to Kowloon City turns out of Hung-hom near the Police Station, a lot of earth cutting is being carried on. The earth is taken in wheelbarrows some half a mile down the road to a spot near Bailey and Co.'s Engineering Works, where reclamation is being carried on. We should like to call the attention of the authorities to the fact that no control whatever is exercised over these earth coolies, who are allowed to straggle over the whole of the road with their wheelbarrows, dropping earth here and there, to such an extent that the whole of the road has been rendered almost impassable for rickshas, being full of ruts and, in wet weather, inches deep in mud. We think that a very little control exercised on the part of the Police would prevent this. The barrows, which only go in single file, could be confined to one portion of the road and so the nuisance could be stopped. There is a great deal of traffic between Kowloon City and Hung-hom, and it seems to us that a bit of reclamation work should not be allowed to obstruct the traffic in this manner. This is by no means the only instance of similar obstruction we could cite. There is far too much latitude allowed to contractors in the blocking or otherwise obstructing of roads in the vicinity of their works. A coolie who causes a temporary obstruction by having a basket on the path is promptly dealt with but the contractor who ruins a full half-mile of a busy road goes free.

HONGKONG GENERAL CHAMBER OF COMMERCE.

(Correspondence.)
SANITATION.

THE CHAMBER TO THE COLONIAL SECRETARY.

Hongkong General Chamber of Commerce, Hongkong, 7th June, 1901.

Sir,—The present severe epidemic of Bubonic Plague, which seems now to have become an annual visitation, presents so serious a menace to the general prosperity of this port and Colony, that in the interests of trade my Committee deem it their duty to make such representations to the Government as they deem may lead to the adoption of every measure practicable calculated to limit the spread of this disease.

I am therefore directed to point out that although it is now seven years since the disease first appeared in a fatally epidemic form, and notwithstanding all the experience gained, alike of its fatal character and rapid spread and of a serious dislocation of business and special loss to the shipping trade, the authorities are now practically as helpless in its presence, as they were in the memorable year 1894. The numbers of cases, now as then, are little in excess of the numbers of deaths; the exodus of the Chinese has now as then, commenced to be on a formidable scale; and the virulence of the pest seems now to be even more marked than in 1894.

It is unfortunately true that medical science has not yet discovered any means of successfully grappling with the plague, but that fact should not stand in the way of measures being taken to arrest its spread, or of the adoption of such precautions in the handling of the sick, the cleansing of drains and houses; and the inspection of slums, as might lead to certain the ravages of this scourge within certain limits.

The loss sustained by the suspension of emigration, the imposition of quarantine at neighbouring ports on arrivals from Hongkong, the reduction in imports and exports, and the diversion and destruction of trade generally, constitute a serious drain upon the commercial community, the more disquieting since it threatens to be of annual recurrence.

The Committee are loath to intervene in any matter even apparently outside the domain of trade, but this question is so intimately

bound up with the welfare of this great port that they feel it would be a grave omission if they fail to point out how, in their opinion, the Government have made themselves largely responsible for the bad state of things prevailing. If this were not a matter of notoriety, it would only be necessary to refer to the speech of the Medical Officer of Health on the drainage system at the last meeting of the Sanitary Board, when proposing the following resolution, "That the Board recommend the Government to utilize all the fresh water available, which now runs to waste in the trained and untrained nullahs of the city, by building dams and forcing tanks for the automatic flushing of the sewers and storm-water drains."

Dr. Clark then enumerated a number of recommendations made by Mr. Osbert Chadwick in 1882, all of which were necessary, but few of which had, up to the present moment, been carried into effect, while in most instances they had been simply ignored.

Thus, with regard to the separate system of drainage, most unhappily introduced into the Colony, one of Mr. Chadwick's recommendations was that flushing tanks for sewers to be filled by the flow in the nullahs should be erected. The Committee, while opposed to the separate system as eminently unsuited to the circumstances of the Colony, recognise that, if the system has to be endured, its evils will clearly be mitigated by provision being made for the frequent and copious flushing of the sewers, and they regret that this obvious fact was not also long since recognised by the Government.

Other recommendations made by Mr. Chadwick were:—(1) The formation of continuous back alleys; (2) the provision of 600 cubic feet of space per head in all rooms sub-divided by cubicles; (3) the formation of a fund to carry out larger sanitary schemes; (4) the construction of all roads and drains prior to the sale of the building lots; (5) the acquisition by Government of all existing public latrines, their reconstruction, and the provision of more; (6) the abatement of the nuisance caused by hawkers squatting in the public streets; (7) the increase of the market accommodation; and (8) the provision of public bath-houses with a good supply of water (which last suggestion the Committee note with satisfaction is now being acted upon with good results). The report in which the foregoing recommendations were embodied, concluded with the following remarks, which, in the light of subsequent events, were most prophetic:—"I trust that should the suggestions be found undesirable or impracticable, my report will show the necessity for strong and complete measures of sanitation, and I trust that they will be undertaken for the immediate benefit of public health, without waiting for the necessity to be demonstrated by the irresistible logic of a severe epidemic."

As Dr. Clark truly remarks:—"The logic came twelve years later, when the necessity for these reforms was demonstrated by an outbreak of bubonic plague in epidemic form. Almost all these matters are crying needs in Hongkong, nineteen years after this report was written."

In the opinion of the Committee, the Colony possesses in the Medical Officer of Health a valuable and energetic officer, whose untiring efforts to promote the sanitation of the city merit every encouragement; whereas, his recommendations, like those of Mr. Chadwick, have been frequently ignored, shelved, or pared down when adopted.

My Committee desire to draw attention to the folly of allowing the prejudices of officials, the fear of expense, or the dread of official opposition to stand in the way of the execution of sanitary measures which are known to be necessary and which have been insisted upon time after time by experts. If any doubt be entertained as to the practicability or expediency or otherwise of such recommendations, no time should be lost in referring them to higher authority for decision. The time has now arrived when vigorous action should be taken to secure the continuance of the progress of the Colony, and adequately protect the great commercial interests so adversely affected by these disastrous annual epidemics.

I have the honour to be, Sir,
Your most obedient servant,
R. CHATTERTON WILCOX,
Secretary.

Hon. Acting Colonial Secretary.

THE COLONIAL SECRETARY TO THE CHAMBER.

Colonial Secretary's Office, Hongkong, 13th June, 1901.

Sir,—I am directed to acknowledge the receipt of your letter of the 7th instant, and to inform you that His Excellency the Governor joins with the Chamber of Commerce in the regret that here, as in India, the anxious efforts of the Government have failed to control Bubonic Plague, or to materially check its ravages.

As to the various matters on which the Committee of the Chamber of Commerce have been good enough to give their views, they have long been subjects of most anxious consideration by those whose professional knowledge and experience best fitted them to advise upon them, and some have been dealt with by the Legislative Council. His Excellency would suggest that as the Chamber of Commerce is directly represented in the Council, it should request its representative to bring its views before that body, where the grounds for assumptions which appear to have been somewhat hastily adopted may be clearly stated and fully answered. His Excellency instructs me to add that nothing could more contribute to the commercial losses pointed out in the 4th paragraph of the letter than reckless statements, some untrue, and others greatly exaggerated that have appeared from time to time in the Public Press; and the apparent acceptance of these statements by the members of the Committee of the Chamber of Commerce, without investigation or adequate knowledge, is not calculated to allay fears that if continued, may permanently affect the prosperity of this Colony, dependent as it is upon the business incidental to a great shipping port of call. The Governor observes with satisfaction that the Committee of the Chamber of Commerce are prepared to accept cheerfully the increased taxation that will probably be necessary to meet the heavy expenses of contemplated measures for the general improvement of sanitation.

I have the honour to be, Sir,
Your most obedient servant,
(Sd.) R. CHATTERTON WILCOX,
Acting Colonial Secretary.

To the Secretary, Chamber of Commerce.

MEDICAL INSPECTION.

THE CHAMBER TO THE COLONIAL SECRETARY.

Hongkong, 1st June, 1901.

Sir,—In July, 1897, this Chamber, in response to a request by the Government for its opinion on the subject of the medical inspection of shipping entering the water of this Colony, made the suggestion that, in view of the steady increase of the tonnage in this port, it was becoming necessary for the Health Officer to give undivided attention to his shipping duties, adding that, whenever the port should fall vacant, its next occupant should not be allowed to engage in private practice.

Since these suggestions were thrown out, and the plea of the fact that the trade of the

port has continued to increase, while the recurring outbreaks of plague in various ports have added greatly to the work of the Health Officer, no further assistance has been allotted to that official, with the result that steamers are not infrequently detained through his inability to board them promptly on arrival. The annoyance to passengers and the loss to shipowners consequent on these detentions have been growing more and more pronounced; and in illustration thereof I am instructed to forward for the information of the Government, the enclosed copy of a letter recently received from the superintendent of the Peninsular and Oriental Steam Navigation Company on the subject.

This letter has been submitted by the Chamber to all the Shipping Firms and Steamship Agencies in the port, who unanimously concur in the suggestions made therein as promising temporary relief pending the appointment of a second or assistant Health Officer.

There is ample work for two doctors in this Department. The tonnage of the port has doubled within the last twenty years, as will be seen by the following figures, taken from the Harbour Master's annual return of the shipping trade of the Colony:—

1886.	1899.
Vessels entered... 4,185,845 tons	9,052,501 tons
Vessels cleared... 4,174,149 "	9,018,808 "
\$359,994 "	\$1,101,309 "

Yet the machinery for medically inspecting the shipping remains on the same scale now as it was in 1886, and the expenditure on the department is practically, allowing for advance in prices, unaltered. In the opinion of the Committee there should be two medical officers permanently employed, and giving the whole of their time to the work, unless perhaps the right of private practice among the shipping be conceded to them.

Since, however, the medical staff of the Government is now already much undermined and the exigencies of the public health demand the exercise of all their energies, the Committee agree with Mr. Ritchie that temporary measures might be adopted for the moment. They strongly endorse his suggestion that the master of any vessel carrying a duly qualified surgeon, provided such master is prepared to sign a certificate (countersigned by the surgeon) if required, that there is no sickness of an infectious nature on board, should thereupon be permitted to proceed to his berth or moorings. This would materially help, under present circumstances, to prevent most unnecessary delay and consequent loss to shipping.

I have the honour to be, Sir,
Your most obedient servant,
R. CHATTERTON WILCOX,
Secretary.

The Acting Colonial Secretary.

[ENCLOSURE.]

Peninsular and Oriental S. N. Co.
17th May, 1901.

R. C. Wilcox, Esq.,
Secretary,
Hongkong Chamber of Commerce.

Dear Sir,—I beg to draw the attention of the Chamber to the pressing need there is for improvement in the manner in which the medical inspection of shipping visiting this Harbour is carried out, in the hope that the Committee will urge on His Excellency the Governor the necessity which exists for the revision of a system which is entirely inadequate for the present requirements of this important centre of Commerce.

The main defect in the system is the fact that, notwithstanding Hongkong has attained the distinction of ranking as the third port in the World in point of tonnage, the duties of Boarding Medical Officer still remain in the hands of a private practitioner. I am as anxious of disclaiming any intention of casting a reflection on the present incumbent as the Secretary of the Chamber was in his letter to the Colonial Secretary, dated 19th July, 1897, pointing out how necessary it was for the Boarding Health Officer to give undivided attention to his shipping duties, a necessity which increases with the growth of the Port, but the disadvantages of the present arrangement are manifest. A Medical Inspecting Officer with private practice, however conscientiously he endeavours to perform his duties, must, at times, neglect either his private patients or his Harbour work.

During the time quarantine was recently imposed on arrivals from Singapore there were several instances of avoidable and wholly unnecessary detention to mail and other steamers and their passengers through the failure of the Medical Inspecting Officer to board the vessels on anchoring in the Quarantine ground. The Government realising that the delivery of Mails was liable to delay from this cause, notified the Agents of the Mail Lines that the Mails and the Post Office Officials, who take charge of the Mails from Singapore, were to be allowed to land before arrival of the Health Officer, provided the Medical Officer of the steamer certified that the latter were well and free from infectious disease.

The cases of the Royal Mail steamers *Coromandel* and *Balaarat* illustrate very forcibly the evils and possibly very serious consequences caused to Mail steamers at this port of call, where every hour is precious, through delay on the part of the Boarding Health Officer in attending to his duties.

The *Coromandel* with the Outward Mail, passed Gap Rock at 4.16 a.m. on April 13th showing mail signal lights which were duly acknowledged. At 7.18 a.m. the vessel anchored in quarantine ground with the yellow flag flying, as there was a case of suspected chicken pox, which is both contagious and infectious, on board. Not until 10.6 a.m. did the Health Officer board the *Coromandel*. As the Health Officer was doubtful whether the case, which was landed and sent to the Civil Hospital, might not prove to be smallpox, he insisted that all passengers being vaccinated before disembarking, much to their dissatisfaction. After diagnosis at the Hospital the case was declared to be "impetigo contagiosa" (a form of ring-worm), and at 2.30 p.m. the *Coromandel* was granted pratique, but it was not until 5 p.m. that she was able to commence discharge at the wharves. By dint of working all through the night the vessel succeeded in completing her discharge and continuing her voyage at 3.30 p.m. on Sunday, April 14th. The limit of time according to Mail Contract for arrival of the Mails at Shanghai was 2 p.m. on Wednesday April 17th. The *Coromandel* fortunately was favoured with fine weather and succeeded in saving her time, but had she encountered fog it would have been impossible to have done this, and the Company would have been liable to a fine of £500, and what is a matter of more serious moment to them, their reputation for punctuality in the delivery of His Majesty's Mails would have been impaired. Had the Health Officer boarded the *Coromandel* immediately on anchoring, and granted pratique, she should have been alongside the Wharf by 10 a.m. and could have proceeded at daylight on the following day, working up to midnight only. There were 13 passengers for the *Coromandel*, sailing at Noon on the 13th April, several of whom were unable to proceed owing to the detention, and a Military Officer for Tientsin missed his passage per Transport *Formosa* which sailed in the afternoon.

The case of the *Balaarat* is as follows:—The vessel's signals were answered from Gap Rock Station at 6 a.m. on the 26th April and

she anchored in the Quarantine ground at 7.25 a.m., but was not visited by the Health Officer until 8.35 a.m. The *Baharal* had had a mild case of smallpox on board, a Native fireman who had been sick before the vessel arrived at Colon, and was, I am informed, convalescent. The matter was handed into hospital and the vessel was not granted pratique until 3.30 p.m., giving her barely time to berth alongside the Wharves in daylight.

This letter is not written with the object of criticising the Health Officer's methods in dealing with a vessel when in quarantine, but to demonstrate how absolutely necessary it is that the Health Officer should give his undivided attention to his Shipping duties.

Whether an Official Boarding Health Officer be appointed or whether the duties remain in the present hands it would, I submit, be desirable to give larger powers to the Masters of vessels carrying qualified surgeons; otherwise, to carry out the duties efficiently, a staff of Boarding Officers would be required.

Dr. Clarke, the Medical Officer of Health, advanced this himself in his Report on the Health of the Colony for the year 1897, as the following extract from the Quarantine Regulations proposed by him in the Report will show.

"And provided also that the Boarding Medical Officer may, in his discretion, omit such general medical inspection of the passengers and crew and of all other persons on board, upon the production of a certificate in the form set forth in the Schedule attached hereto, duly signed by the Master of the vessel and countersigned by the Surgeon to the effect that there has been no case of sickness of an infectious nature during the voyage, and that the said Surgeon has seen every person on board during the twelve hours immediately preceding the visit of the Boarding Medical Officer, and is satisfied that they are all in good health."

In allusion to this Dr. Clarke pointed out "that as all the Mail steamers including P. & O. N. P., C. P. & M., M. N. D. L., and the *Hutchinson*, *Clan* and probably other Lines carry Surgeons, it will be seen that not many of the steamers which enter this Port daily will need a very prolonged visit from the Boarding Medical Officers."

As already stated in this letter, the Mail Sorters, who in times of epidemic in Singapore would not improbably reside in an infected quarter during their stay there, are allowed to leave the vessel before she is boarded by the Health Officer provided the ship's surgeon certifies they are free from infectious disease, and in accordance with Dr. Clarke's recommendation, I would suggest that this power be extended, and provided the Master of a vessel arriving from an infected port is prepared to sign a certificate, countersigned by the Surgeon, that there is no sickness of an infectious nature amongst the crew or the passengers, the vessel should be allowed to proceed direct to the Wharves, or to her Moorings, where the certificate could be handed to the Boarding Health Officer, or perhaps to the Harbour Police.

In the case of a vessel arriving with infectious disease on board I would beg to commend for consideration, the suggestion that arrangements should be made for telegraphing the fact from Gap Rock from the South and from Waglan from the North. This could be done by a simple code of signals arranged from the Mercantile Code flags. On passing the signal station the vessel would hoist a flag, under the yellow flag, denoting a vessel which would signify that, say a suspected case of smallpox or plague was on board, as the case might be, and the Health Officer would then know exactly how to act, taking lymph with him, if required. In such case the Government should insist that the Health Officer must visit the vessel immediately on anchoring.

I had originally intended to ask the representatives of the various Lines concerned to co-operate with me in a joint appeal, but have been unfortunately prevented from doing so by pressure of work, and fully realising, as I do, the importance of quick despatch to Mail steamers and other vessels and that no avoidable or unnecessary delay should be incurred when passing through this Port, especially at this time of the year when fogs are prevalent on the China Coast, I considered the purpose would be served more expeditiously and as effectually by placing the matter before the Committee of the Chamber, of which shipping interests are so prominently represented, and begging them to represent to the Government the necessity which exists for placing the Medical inspection of Shipping in this Harbour on a more satisfactory footing without delay.

I am, Dear Sir,
Yours faithfully,
(Sd.) H. A. RITCHIE,
Superintendent.

QUARANTINE.
[THE CHAMBER OF THE COLONIAL SECRETARY.]
Hongkong General Chamber of Commerce,
Hongkong, 6th June, 1901.

Sir,—I have the honour to transmit, for the consideration of His Excellency the Governor, copy of a letter addressed to this Chamber by the Shipping Firms and Agencies interested in the passenger traffic between this port and the ports of the Straits Settlements.

In forwarding this communication, I am directed by the Committee to express the concurrence with the views set forth therein as to the unnecessary interference with trade involved in the action of Government of the Straits Settlements by the prohibiting of Chinese immigration into their ports.

There would appear to be no warrant for such a drastic measure in the Venice Convention, and nothing is to be gained by throwing new impediments in the way of this traffic. If quarantine is imposed, that will involve the detention of the vessels for several days, sufficient time to ensure that the immigrants have not the germs of plague in their system, should be ample precaution against the introduction of the disease into the Settlements.

I am therefore instructed to beg that His Excellency the Governor will be good enough to represent the circumstances to the Secretary of State for the Colonies, with a view to securing the withdrawal of this prohibition against the admission of Chinese immigrants into the Straits Settlements.

I have the honour to be, Sir,
Your most obedient servant,
R. CHATTERTON WILCOX,
Secretary.

Hon. Acting Colonial Secretary.

[ENCLOSURE.]
Hongkong, 3rd June, 1901.

Sir,—We solicit the good offices of the Chamber of Commerce in representing to the local Government the hardship entailed upon all engaged in the trade by the prohibition of immigration of Chinese to the Straits as notified in the local press of the 29th ultimo. Not only is such a drastic measure opposed to the Venice Convention, but it is difficult to understand what good can possibly be expected from it. The accepted theory that persons suffering from plague show unmistakable signs of the disease within ten days of its inception led to the regulation that steamers arriving at Singapore from Hongkong within that period should be detained in quarantine, until the ten days had elapsed from the commencement of the voyage, and an examination of passengers before allowing them to land in Singapore would consequently seem to be sufficient safeguard against the introduction of

the pest. All native passengers have to be passed by the Health Officer of the Port before steamers leave the waters of this Colony.

Last year we were informed immigration from India was similarly prohibited by the Straits Government, but representations to the Secretary of State for India that it was contrary to the Venice Convention resulted in the restrictions being removed, and we suggest that in the same way the Government here be asked to at once forward the matter to the Secretary of State for the Colonies with a view to the speedy cancellation of the existing prohibition against Hongkong.

We are, Sir,
Your obedient servants,
(Sd.) DAVID SASSOON SON & CO.
Agents Avar Line of Steamers.

(Sd.) H. A. RITCHIE,
Supnd. P. & O. S. N. Co.

(Sd.) JARDINE, MATHESON & CO.
General Managers.

(Sd.) BUTTERFIELD & SWIRE,
Indo-China S. N. Co. Ltd.

(Sd.) OCEAN S. S. Co.,
China N. Co. Ltd.

(Sd.) N. E. L. Orient Line,
Tatsoo Sugar R. Co.

(Sd.) BRADLEY & CO.,
Agent Shan steamers.

(Sd.) MULLICHERS & CO.,
Agents Nordl. Lloyd.

(Sd.) East Asiatic Co.,
The Secretary, Chamber of Commerce, Hongkong.

THE INDEMNITY QUESTION.
THE LONDON CHAMBER OF COMMERCE.

Botolph House, Eastcheap,
London, E.C.

3rd May, 1901.

Sir Thomas Jackson,
Chairman, Hongkong Chamber of Commerce

Dear Sir,—I beg to acknowledge, with thanks, receipt of your telegram of even date, which has been forwarded to the Chairman of the East India and China Trade Section of this Chamber, by whose instructions a letter (copy enclosed) has to-day been forwarded to the Under-Secretary of State for Foreign Affairs. I trust this will meet with the approval of your Chamber, and remain,
Yours faithfully,
(Sd.) KENNEDY B. MURRAY,
Secretary.

THE LONDON CHAMBER OF COMMERCE.

Botolph House, Eastcheap,
London, E.C.

3rd May, 1901.

The Under-Secretary of State for Foreign Affairs, Foreign Office, Whitehall, S.W.

Sir,—I have the honour to append copy of a telegram received from the Chamber of Commerce of Hongkong. It gives the opinion of that important Chamber on a point most seriously affecting the commercial interests of this country in China, and the China Trade Section of the London Chamber recognising the magnitude of the trade of Great Britain as compared with that of other nations with China, beg that the subject may receive the attention to which its vast importance entitles it.

I am, Sir,
Yours faithfully,
Copy of Telegram.

3rd May, 1901.

Referring Chinese Indemnity it is proposed by certain powers to raise guaranteed loan secured by doubling tariff this Chamber most earnestly submit Government should on no account agree any increase existing tariff unless accompanied by substantial redress grievances connected with and other internal taxation and satisfactory settlement question inland waters navigation.

T. JACKSON,
Chairman, Hongkong Chamber Commerce.

TAKU DINNER.

Last evening a dinner was held at Thomas' Grill Rooms by the men of H.M.S. *Endymion* who took part in the attack on the Taku Forts on 17th June, 1900. Forty-five men and petty officers sat down and Mr. Briggs, the only officer now here who participated in the attack, was in the chair. Mr. Mills, second-class P. O. was vice-chairman. A capital feast was provided by Mr. S. A. Ramjahn the genial manager of the Grill Rooms, to which ample justice was done. Various toasts were proposed and duly honoured and the evening concluded with a general singing in which all took part. The *Endymion* hope to celebrate the taking of the forts in the same manner till the end of the commission.

LEGAL INTELLIGENCE.

SUPREME COURT.

CRIMINAL SESSIONS.

(Before His Honour Sir John Carrington, Kt., C.M.G., (Chief Justice).)

June 18th.

TRIAD SOCIETY CASE.

Chang Ching Lin charged with being a member of The Triad Society pleaded not guilty. The following jury were empanelled: Messrs. Guilin Badolo, Joaquim Dos Passos Noronha, Cesarino Maria Baradas, Christoph Wilhelm Jean Hugelberg, Beltrio Lucas de Carvalho, Viriato Bonifacio Souza, Marten Meyer. No objection was taken to the jury by the defendant.

The Acting Attorney General in his opening remarks said:—The defendant was charged with being a member of The Triad Society, the same society being declared illegal, and the defendant if proved to be a member was liable to punishment. The law points out that if papers connected with the Society are found in the possession of the defendant he is deemed to be a member.

The evidence would show that some books that would be produced were found in a match belonging to the defendant. The defendant made a statement that the books and the box in which they were found belonged to him. He afterwards said, he found the books on the ground. The statements of the defendant were inconsistent and would have to be carefully considered by the jury.

Chew Kiu Lin, P.S. 254, sworn said:—I arrested defendant on the night of May 14th at 11.30. I went to the defendant's match on the 15th. I searched the place, defendant said he had a box. The box was not locked. I opened the box and searched it. There were clothes above and below a parcel of books done up in a handkerchief. I undid the parcel and, on asking the defendant, he said the books were his. I came across one (exhibit A) in the middle. I read the book and found it concerned the Triad Society matters. I asked again if it was his book, he said "yes." About a minute afterwards he said it was given to him by a friend. I said where is your friend to ask him something about this book? The defendant then said he picked it up. I took possession of the books and found them to be Yau-mai-ti Police Station. I handed the books to the Inspector. In answer to the defendant's question, I said he was on his way to Kowloon and said

his brother was sick. The defendant did not say the book was not his.

To his Lordship—Arrested defendant on suspicion of being concerned in a recent robbery, but have since found he was not the man wanted. Six or seven people lived in the match. There are ten books produced, chiefly pass and account books. I looked at them all at the time. I thought the one (A) was a Triad Society book. I have had some experience in Society cases. I pointed this book out to the defendant; he then said it was his friend's book, he did not mention his friend's name.

Mok Man Cheung assistant comrade at Butterfield & Swire, said he had translated a number of Triad Society documents.

The book A is a copy of a Triad Society's book. I find the character Hung here. Hung is the surname adopted by members of the Triad Society. I find the names Hung Shung Tong. I am not sure this is the name of a lodge. On the first page is a chop bearing the characters meaning "The Queen of the Sun Mountain family." I believe the chop is used by the Society to chop passports &c. There is another chop "Dragon's Mountain." I notice on the second page the characters mean the Hung brotherhood, or the brotherhood of the Triad Society. I find the character Hung Ying meaning the Triad Society worship. I find the character "Chuk" meaning the sign standing for an enemy or traitor in the Society; the whole book is written in verse referring to the glory of the Society and written by the Triad Society to the best of my belief.

The object of the copy is to give instructions to joining members of the Society. It instructs them to have no knowledge of the Society if asked about it. It tells them of the colours of the various banners. The 5 colours denoting their ancestors. Following on it says, "We are all brothers within the four seas." I have made no special study of Triad Society books; I have only had experience of Triad documents on one occasion.

His Lordship in summing up said:—The main point is, is the book produced really a Triad Society document? The evidence is not conclusive that it is.

The jury brought in a verdict of "Not Guilty" and the defendant was discharged.

DRIBERY.

Tan Ching was charged with attempting to bribe George Watt, a P.C. of this Colony. The defendant pleaded not guilty. He gave the money to a friend for business purposes. Mr. Robinson appeared on his behalf.

The following jury were sworn in:—Messrs. Benjamin Joseph, Ezekiel Jack Salmon, Stanley Jenkins, William Hardwick, and Alfred Arthur Sims.

The Acting Attorney General for the prosecution said:—The defendant is charged with unlawfully giving George Watt, a police officer, a bribe of \$1500. George Watt will tell you that his special duty is looking after licensed arm shops. The master of the You An arm shop has been convicted of breaches of the Arms Ordinance over 34 times. In each case Sergt. Watt was the complainant. The defendant in this case it will be shown was connected with this particular arm shop. Several applications have been refused. Sergt. Watt will state he was near the Harbour Office and saw the defendant coming towards him. The defendant said in Chinese "I will give him \$300 for each box of caps."

The next day the defendant came to go away. The verandah of the Central Police Station was accosted by Kung On and they walked together to the back of the building. The defendant handed to Kung On, who handed it on to Sgt. Watt, a sealed envelope. The Sergeant thought the envelope contained something valuable and opened it the following day in the presence of Detective Hansen and found it contained notes. The matter was reported to Cap. Sup. May and the notes handed over.

Sergeant Watt, sworn said, I am the defendant in connection with the You An arm shop. He is a partner and almost always comes to the Central Station when there is an application for the removal of arms. I have obtained convictions against the You An shop 34 times this year. The defendant acts as manager when the manager is absent. I have seen him. The application for the removal of arms is made to the Captain Superintendent or his deputy and referred to me. Permits are very often given. I know of several applications from the You An shop to be refused. I know Kung On, room boy in the Central Station. I met the defendant at the Harbour Office at about 8 p.m. on the 10th June. Kung On was with him. I was at the East end of the Harbour Office. Kung On came up to me and the defendant passed about 5 or 6 yards away from me. Kung On called the defendant back. He came up to me and started talking, interpreted, by Kung On. I understood a little Chinese, I understood one sentence. The defendant said "He would pay \$30 one case." I heard him mention Lauts Wegener's name. I also heard him mention the word "caps" in several sentences. I understood he meant percussion caps. We talked for about 10 minutes. Kung On interpreted to me what the defendant said.

Mr. Robinson spoke to a point of order. The witness continuing: I asked the defendant what he wanted. He said he wanted to take about 40 cases of percussion caps from Lauts Wegener's to his place. I asked him what he was going to do with them. He said he was going to take them to Canton without a permit. Kung On asked me for the defendant if I would give him the removal permits. I said "alright" and walked away. Defendant said he would give me \$30 for each case he got a permit for. I knew Lauts Wegener had 48 cases of caps on their premises, I had seen them. A case of caps is worth about \$50. Some cases contain 200 small boxes some 400. I next saw the defendant at the Central Station. About 8.30 p.m. on the 6th June I was walking along the verandah on the ground floor. I was with Sgt. Kerr at the time. Kung On called out "Wai." I stopped and saw the defendant about a yard or two behind walking away and Kung On went upstairs. I opened the envelope about 10 a.m. on the morning of the 7th in the presence of Detective Hansen in his office, it contained one \$100 note and one \$50.

There was nothing else in the envelope. I put the notes in the envelope again and reported the matter to Capt. Sup. May, who referred me to Mr. Baddeley.

Cross-examined by Mr. Robinson: I did not lay a trap for the defendant. I was told to meet the defendant on the 5th June near the German Tavern. Afterwards I related to the Harbour

Masters. I do not know who arranged it. I was told by Kung On, the room boy at the station. Kung On brought the defendant to the Harbour Office. The defendant does not understand any English. I do not know the Chinese name of Spatz; I know nothing of the profits of making aerated waters. If Kung On told the defendant I wanted to share in the business, it was a lie. Kung On and the defendant were together again on the 6th. Kung On did not tell me the \$150 was for a soda water machine. I laid no trap on the night of the 6th. I understood I was to get \$30 a case.

Kung On sworn said:—I am in the employ of the Central Police Station. I saw the defendant standing outside the door of his shop. I went to him to see the Harbour Master's office. We went down together. The defendant passed the Sergeant's about 10 yards. I called him to come back. The Sergeant asked the defendant through me a question, "What was the matter?" The defendant asked me to tell the Sergeant. There were 35 or 36 cases of caps he wanted to take delivery of. The Sergeant asked where he wished to store them after taking delivery. The defendant said he would keep them in the shop. The Sergeant asked if he meant to take them away anywhere. The defendant said he would take them to Canton. The defendant asked the Sergeant if he could get him a permit from the Capt. Sup. He did not want the Sergeant to make any trouble. He agreed to give the Sergeant \$30 a case. The Sergeant said "Well," the defendant then went away. On leaving, he said, I will see the Sergeant to-morrow night. Next evening about 8.30 I was in the Police Compound when the defendant came up. I saw P.S. No. 11. I told him the arm shop man wanted to see him. The Sergeant said "Alright, call him." The defendant was asked what he wanted? He wanted permission to take delivery of some caps. He wanted either 5, 6, or 7 cases. He wanted the permit on Saturday and to take delivery the same day. The Sergeant said he could not export the caps without permission. The defendant said if you get the permit for me to take delivery then I can smuggle them away and the defendant take out an envelope and handed the same to the Sergeant. The Sergeant asked what were the contents of the envelope? The defendant said there was \$150 in it, and he would take the delivery on Saturday. The envelope passed over was one something like the one produced.

Cross-examined by Mr. Robinson said:—I knew nothing about a soda water machine. I am a native of Qu Sing province, I know nothing of the customs of the Yamen or Mandarins. I have been in no litigation in China. I have heard of people giving money when presenting a case. I never have done anything like that. I did not know the Sergeant was anxious to catch the defendant. The Sergeant did not tell me to arrange a meeting with the defendant. I interpreted to the defendant that the Sergeant had said "Alright." I could not say the money would not have been handed over if the Sergeant had not said "Alright." The defendant said nothing as to paying money to enter into business. I am only the Sergeant's servant. I always call him Sergeant or No. 11. I did not know the Sergeant had taken out 34 summonses against this man.

Sergt. Munro, No. 67, sworn said:—I saw Sergt. Watt on the night of the 6th; he showed me a small Chinese envelope it was in the messroom. The envelope was closed. Chief Detective Inspector Hansen, sworn said:—I remember Sergeant Watt coming to me about 10 a.m. on the morning of the 7th. He brought me a small envelope closed, he tore the end off and drew out two banknotes, one \$100 and one \$50. Sergeant Watt is on special duty under the Arms Ordinance. I know the defendant. He was employed in an arm's shop in Queen's Road Central. I arrested the defendant the morning after I saw the notes.

The Sergt. Interpreter of the Central Police Station, sworn said, I remember the defendant being brought into the charge room. I cautioned him and then took his statement down in writing viz: "I did not give him money." This concluded the evidence for the prosecution.

(Case proceeding.)

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." DEAR SIR,—I am sure every sensible man in the Colony did appreciate and in fact thanked you for the leading articles in your last night's paper which I must say were both to the point. We have seen many articles and letters from the pen of wise people which had effect, as it is time for us to know we are governed by deal and blind officials.

The time will come when these officials will represent their follies. I don't mean to say, when half a dozen of them will get the plague. You know very well Sir, this will gratify our object in view.

What I mean is, this, that if this plague will not be stopped by fire or foul means, then we find the officials leaving the Colony in the same manner as the Jews did on leaving Egypt. Every now and then they will look behind to see if they are followed by the plague.

With regard to your second Leader about house to house visitation it is a very good idea, but I am sorry to say it was not complete in one respect. You did not say who are to visit the houses, the Sanitary Board, the heads of Public Departments, the Police, soldiers or sailors. In any case let us say a party visits a house and finds a man laid up with fever. Is the poor man to be sent to the Plague Hospital because the leader of the party thinks it is a case for that institution, or to be taken over from one place to the other till the poor man is worried to death?

What I should like to suggest is that this part of the town be divided in four parts each to have a matched close by for a Doctor, and each district will be in charge of a Doctor, and a visiting party, say 50 men, and on visiting a house should they come across a man who has fever, the Doctor then and there must certify if it is a case of plague; then the man will be sent to the temporary Hospital, or if he expresses a wish to go to his native place and is poor, let the Government pay for his passage and send him home by all means; on the other hand if the man has no symptoms of Plague, of course he must be left alone.

The same thing must be done in Kowloon and Yau-mai-ti. I am almost certain Sir, in some way will check the Plague, because in 1898 when this house to house visitation, if this idea was in practice, I don't think for a moment the would have objected to it.

As I was told at the time the poor people were handled very roughly.

There is another problem to be solved by the Government, and that is first of all let all the expenses which the Sanitary Authority may have in a house where a case plague may hap-

pen is just and fair that they should called to pay such expenses.

The other point is, why does not the Government burn all houses infected with plague? I will not bring an example from a very long period, but a thing which only happened lately in Australia in a block of houses where few cases of plague were found, the whole block was burnt to the ground.

Is it because in Australia they have a set of officials who know their business, or the people are more civilised and have better spirit and common sense? I doubt very much if this horrible disease takes place in a country of any nation, other than British, which have lasted so many years.

It is all very well to say that burning the houses will cost the Government many lacs of Dollars, I suppose now it does not cost them anything in Dollars as well as human lives, and what about the trade of this plague stricken Colony?

Thanking you in anticipation.
Yours,
E. J. E.

Hongkong, June 18th, 1901.

THE PLAGUE.

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Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SADO MARU	Kobe and Yokohama	FRIDAY, 21st June, at Daylight.
YAWATA MARU	NAGASAKI, Kobe and YOKO-	FRIDAY, 21st June, at Noon.
A. E. Moses	HAMA	FRIDAY, 21st June, at Noon.
MIKE MARU	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 21st June, at Noon.
M. Yagi	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, Kobe and YOKOHAMA	MONDAY, 24th June, at 4 P.M.
RIOJUN MARU	MASSILLON, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 28th June, at Daylight.
HITACHI MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 28th June, at 4 P.M.
ROSETTA MARU		

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 15th June, 1901.

TOYO KISEN KAISHA. NORTHERN PACIFIC STEAMSHIP COMPANY.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 4th July, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 30th July, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 24th Aug., at Noon.

THE Twin Screw Steamship

"AMERICA MARU"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 4th July, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 15th June, 1901.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS. ANNUAL SALE SIX MILLION BOXES. 50 CENTS PER BOX.

Prepared only by the Proprietor—THOMAS BEECHAM, St. Helens, England

SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA—WATKINS, LIMITED.

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO; CENTRAL AND SOUTH AMERICA AND EUROPE;

Via

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

PROPOSED SAILINGS FROM HONGKONG.

"COPTIC"	THURSDAY, 27th June, at Daylight.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GAELIC"	TUESDAY, 23rd July, at Noon.
"OHINA"	TUESDAY, 6th August, at Noon.
"DORIC"	THURSDAY, 15th August, at Noon.
"PEKU"	SATURDAY, 31st August, at Noon.

THE O. & O. Company's Steamship "COPTIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on THURSDAY, the 27th instant, at Daylight, taking Freight for Japan, the United States, and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

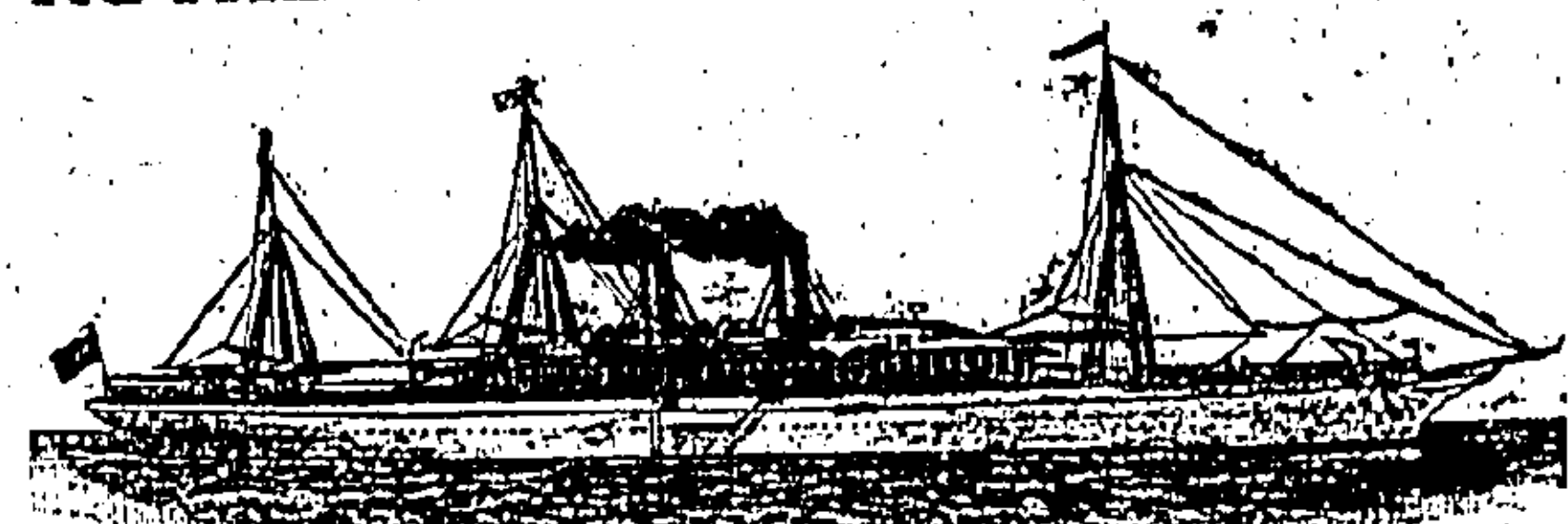
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 18th June, 1901.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 26th June.
EMPRESS OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 17th July.
EMPRESS OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 7th August.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 days, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 5th June, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OBTASLATSCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NUERNBERG	HAVRE and HAMBURG.	25th June. Freight.
SAMBA	(Calling at SINGAPORE and PENANG.)	
Schmidt	HAVRE, BREMEN and HAMBURG.	12th July. Freight.
WUERZBURG	(Calling at SINGAPORE and COLOMBO.)	
Schneider	HAVRE and HAMBURG.	26th July. Freight.
ACILIA	(Calling at SINGAPORE and PENANG.)	
v. Dohren	HAVRE and HAMBURG.	9th August. Freight.
	(Calling at SINGAPORE and COLOMBO.)	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE,

No. 7, Queen's Building,

Hongkong, 15th June, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
TIENTSIN	"NANOHANG"	21st instant.
SHANGHAI	"WHAMPOA"	22nd instant.
MANILA	"TAIWAN"	On or about 14th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"TAIWAN"	On or about 14th July.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 18th June, 1901.

OCEAN STEAMSHIP COMPANY. OUTWARDS.

FROM	STEAMERS.	TO SAIL.
GLASGOW and LIVERPOOL	"IXION"	21st June.
	"PELEUS"	25th June.
	"DEUCALION"	2nd July.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"MACHAON"	25th June.
	"PROMETHEUS"	15th July.
	"ALCINOUS"	23rd July.
LIVERPOOL (DIRECT).	"GLAUCUS"	About 15th July.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 17th June, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"MARIA VALERIE"

Captain Berberovich, will leave for the above places, TO-MORROW, the 19th instant, P.M.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents.

Hongkong, 11th June, 1901.

[617c]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Belgian King, 13379 about June 20

THE Steamship

"BELGIAN KING"

will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 20th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Ports beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 29th May, 1901.

[184c]

"GLEN" LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENARTNEY"

Captain Warner, will be despatched for the above Port, on or about the 20th June, 1901.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 18th May, 1901.

[540c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU"

Captain K. Suzuki, will be despatched for the above Ports, on WEDNESDAY, the 26th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 12th June, 1901.

[226c]

"GLEN" LINE OF STEAMERS.

FOR LONDON.

THE Company's Steamship

"GLENCARRY"

Captain J. S. Stevenson, will be despatched as above on FRIDAY, the 28th June.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 29th May, 1901.

[579c]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"INDRANI"

Captain will be despatched as above on or about the 10th July.

For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 14th June, 1901.

[529c]

SHEWAN, TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA"

Captain Williamson, will be despatched for the above Port, on or about the 1st August.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 15th May, 1901.

[777c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU"

Captain S. Atsumi, will be despatched for the above Port, TO-MORROW, the 19th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 18th June, 1901.

[321c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG"

Captain P. H. Rolfe, will be despatched as above on FRIDAY, the 21st instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 17th June, 1901.

[634c]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"PERIA"

Captain G. T. Blackland, will be despatched as above on FRIDAY, the 21st instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 17th June, 1901.

[635c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIJIN MARU"

Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 23rd instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 17th June, 1901.

[226c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE"

Captain St. John George, will be despatched as above on THURSDAY, the 27th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 10th June, 1901.

[594c]

